

What is claimed is:

1. An aircraft catastrophic security system comprising:

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- a) an on-board aircraft danger signal device capable of transmitting a plurality of danger signals and capable of receiving and transmitting a plurality of danger signal personnel codes and capable of receiving and transmitting a plurality of danger signal device codes;
  - b) an on-board aircraft control device capable of controllably operating an aircraft and capable of being controlled externally, remotely for controllably operating said aircraft;
  - c) an on-board aircraft processing device capable of receiving said danger signals from said plurality of danger signal devices and capable of receiving and transmitting said danger signal personnel codes from and to a plurality of danger signal personnel and capable of transmitting and receiving said danger signal device codes from and to a plurality of danger signal devices and capable of transmitting and receiving on-board control state conditions and capable of operating said on-board aircraft control device and capable of transmitting said on-board control state conditions to national and local authorities; and
  - d) an external processing device capable of transmitting and receiving said on-board aircraft control state conditions to and from said

plurality of on-board aircraft processing devices and capable of transmitting and receiving said on-board aircraft control state conditions to and from said plurality of on-board aircraft control devices and capable of transmitting and receiving said plurality of aircraft operating commands to and from said plurality of on-board aircraft processing devices and capable of transmitting and receiving on-board aircraft operating commands to and from said plurality of on-board aircraft control devices.

2. A method of operating an aircraft catastrophic security system comprising the steps of:

- a) placing an aircraft into normal operating mode by an external processing device;
- b) logging danger signal personnel on-board of said aircraft, through the use of danger signal personnel codes, by an on-board aircraft processing device;
- c) logging on-board danger signal devices of said aircraft, through the use of danger signal device codes, by said on-board aircraft processing device;
- d) monitoring danger signals of said aircraft by said on-board aircraft processing device;
- e) placing on-board aircraft control device in a controlled, restricted operating mode upon receipt of said danger signal by said on-board aircraft processing device;

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- f) transmitting said danger signal to said external processing device by said on-board aircraft processing device;
- g) informing national and local authorities of said danger signal by said on-board aircraft processing device;
- h) controlling said on-board aircraft control device by said external processing device; and
- i) disposing of said aircraft by said external processing device.